

## Commercial.

## THIS DAY.

Contrary to general expectation the June settlements have been arranged with comparatively little trouble. A few accounts have not been forthcoming, and more than one paper speculator has been compelled to strike his flag; however, matters have not been half so bad as was generally anticipated. An attempt has been made to resume business this forenoon, and a few sales in various stocks have been reported. Banks have changed hands—only to a limited extent—at 201 per cent. premium for cash; on time there are sellers at 207 for August 31st. Yangtze Insurances are slightly weaker, sellers ruling the market at 1050 per share. The new shares of the Hongkong Fire Insurance Co. have been negotiated at 340, and there are further buyers at the rate. Docks continue in strong demand; transfers have been effected at 57 per cent premium, and a few more shares are wanted at that price. China Sugars show a slight depreciation; a few sales have been booked at 203, but there do not appear to be any more shares on the market at the quotation. A slight demand exists for Luzons at 70 per share. Other quotations remain unchanged.

Since noon China Sugars have been done at the increased price of \$205 per share, the stock leaving off steady at the rate. Luzons are slightly improved and are now in request at \$72 per share. Nothing in other stocks requires special mention.

## SHARES.

Hongkong and Shanghai Bank—Ex-New Issue—163 per cent. premium.  
 Hongkong and Shanghai Bank—New Issue—164 per cent. premium.  
 Union Insurance Society of Canton—\$650 per share, sellers.  
 China Traders' Insurance Company—\$475 per share, buyers.  
 North China Insurance—Tls. 1,500 per share.  
 Canton Insurance Company, Limited—\$120 per share, sellers.  
 Yangtze Insurance Association—Tls. 1050 per share, sellers.  
 Chinese Insurance Company—\$222 per share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$340 per share, buyers.  
 China Fire Insurance Company—\$378 per share, sellers.  
 Hongkong and Whampoa Dock Company—57 per cent. premium, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$51 per share, premium, sellers.  
 China and Manila Steam Ship Company—120 per share.  
 Hongkong Gas Company—\$80 per share.  
 Hongkong Hotel Company—\$165 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers.  
 China Sugar Refining Company, Limited—\$205 per share, sales and steady.  
 China Sugar Refining Company (Debtors)—2 per cent. premium.  
 Luzon Sugar Refining Company, Limited—\$72 per share, buyers.  
 Hongkong Ice Company—\$163 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Chinese Imperial Loan of 1878—18 per cent. prem. ex. int.  
 Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/7  
 Bank Bills, on demand 3/7  
 Bank Bills, at 30 days' sight 3/7  
 Bank Bills, at 4 months' sight 3/7  
 Credits, at 4 months' sight 3/8  
 Documentary Bills, at 4 months' sight 3/8 @ 3/8 1/2  
 ON PARIS.—Bank, T. T. 4/5  
 Bank Bills, on demand 4/5  
 Credits, at 4 months' sight 4/5  
 ON BOMBAY.—Bank, T. T. 224  
 On Demand 224  
 ON CALCUTTA.—Bank, T. T. 224  
 On Demand 224  
 ON SHANGHAI.—Bank, T. T. 72  
 Private, 30 days' sight 73 1/2

## OPIUM MARKET—THIS DAY.

NEW MALWA.....per picul, \$530  
 (Allowance, Taels 8.)  
 OLD MALWA.....per picul, \$560  
 (Allowance, Taels 10.)  
 NEW PATNA.....per chest, \$602  
 OLD PATNA (without choice) per chest.....\$610  
 NEW BENARES (high touch) per chest, \$555  
 NEW BENARES (low touch) per chest, \$555  
 (Allowance, Taels 24.)  
 OLD PERSIAN.....per picul, \$375  
 (Allowance, Taels 8.)

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)  
 Yesterday.  
 Barometer 3 P.M. 30.024  
 Thermometer 3 P.M. 84  
 Thermometer 4 P.M. 83  
 Thermometer 5 P.M. (Wet bulb) 78  
 Thermometer 6 P.M. (Wet bulb) 78  
 To-day.  
 Barometer 3 A.M. 30.029  
 Barometer 9 A.M. 30.028  
 Thermometer 3 A.M. 80  
 Thermometer 9 A.M. 81  
 Thermometer 3 P.M. (Wet bulb) 81  
 Thermometer 9 P.M. (Wet bulb) 81  
 Thermometer—Maximum 88  
 Thermometer—Minimum (over night) 69

## Shipping.

## ARRIVALS.

EMORY, Spanish steamer, 310, Remontier, 30th June—Manila 27th June, General—Remontier & Co.  
 FOXHOUND, British gunboat, Lieut.-Commander J. M. McQuibae, 30th June, Singapore 16th June.  
 FRIEDRICH, German bark, 676, J. P. Ulderup, 30th June—Cardiff 27th February, Coals—Wieler & Co.  
 PEKING, British steamer, 954, Heuermann, 30th June—Shanghai 27th June, General—Siemssen & Co.  
 ELWELL, American ship, 1461, Barston, 30th June—Cardiff 15th March, Coals—Order.  
 FEIWAN, Chinese gunboat, 1st July, from Canton.  
 DIAMANTE, British steamer, 514, Cullen, 1st July, from Canton.  
 KUNG-PAL, Chinese steamer, 602, G. Buchanan, 1st July—Canton 30th June, General—C. M. S. N. Co.  
 NAM-VIAN, French steamer, 435, Garca, 1st July—Haiphong 29th June, General—Shing Fat Chung.  
 WACHUSSET, American ship, 1,599, Foster, 1st July—New York 5th March, Kerosine Oil—D. Lapraik & Co.  
 MATHILD, German steamer, 355, N. Lermingale, 1st July—Cardiff 6th February, Coals.  
 SHUN-ON, Annamite steamer, 136, W. Blumenberg, 1st July—Touan 26th June, General—Chinese.  
 WILLIAM HALLS, American bark, 834, Geo. F. Elliot, 1st July—Newcastle, N.S.W., 9th May, Coals—Captain.  
 UNDIEN, German bark, 263, F. Kruse, 1st July—Cardiff 8th February, Coals—Melchers & Co.  
 KWANGTUNG, British steamer, 674, M. Young, 1st July—Fochow 27th June, Amoy 28th June, Swatow 30th, General—D. Lapraik & Co.  
 PING-ON, British steamer, 575, A. A. McCaslin, 2nd July—Hoihow 1st July, General—Russell & Co.  
 ATHOLL, British steamer, 923, R. W. Thomson, 2nd July—Amoy 30th June, General—Bun Hin.  
 AMERIQUE, French str., 1,350, Jouve, 2nd July—Marseilles 21st May, and Saigon 28th June, General—Adamson, Bell & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Kung-pai, Chinese steamer, for Shanghai.  
 Lorne, British steamer, for Swatow.  
 Atholl, British steamer, for Singapore.  
 Salter, French steamer, for Haiphong.  
 John Worster, American bark, for San Francisco.

## DEPARTURES.

July 1, Cheong Hock Kian, British steamer, for Amoy.  
 July 1, Lord of the Isles, British str., for Singapore.  
 July 1, Rhinetta, German str., for Shanghai.  
 July 1, Wagnien, German schooner, for Amoy.  
 July 1, Chi-yuen, Chinese steamer, for Swatow.  
 July 1, Peking, British steamer, for Canton.  
 July 1, Kusanagi, British steamer, for Nagasaki.  
 July 1, Hengaleh, French steamer, for Yokohama.  
 July 2, Bonavady, French str., for Shanghai.  
 July 2, Salter, French steamer, for Hoihow.  
 July 2, Alva, Portuguese ship, for Canton.  
 July 2, Kung-pai, Chinese str., for Shanghai.

## PASSENGERS—ARRIVED.

Per Peking, str., from Shanghai—Captain MacFarlane, 3 Europeans on deck, and Maistodon Troupe, and 90 Chinese.  
 Per Diamante, str., from Manila, &c.—2 Cabin and 260 Chinese.  
 Per Atholl, str., from Amoy—551 Chinese.  
 Per Shun-on, str., from Tounon—3 Chinese and 4 Annamese.  
 Per Kwangtung, str., from Fochow, &c.—Sir Walter Medhurst, Captain Maas, and Mr. Williams, 3 Europeans on deck, and 148 Chinese.  
 Per Ping-on, str., from Hoihow—35 Chinese.

## REPORTS.

The British steamship Diamante reports left Manila on the 26th ultimo, and Amoy on the 30th. Had fine weather throughout.  
 The British gunboat Foxhound reports left Singapore on the 16th ultimo. Had light and variable moonson.  
 The French steamship Nam-vian reports left Haiphong on the 29th ultimo. Had moderate weather throughout.  
 The British steamship Atholl reports left Amoy on the 30th ultimo. Had brisk S.W. breeze with fine clear weather throughout.  
 The American ship Wachusset reports left New York on the 5th March, Hill Gate on the 7th, and Amoy on the 8th June. Experienced S.W. monsoon in the China Sea.  
 The British steamship Peking reports left Shanghai on the 27th ultimo. Had moderate southerly winds and cloudy, overcast weather. The last part of the passage had strong S.E. wind and sea. Off Tongai at 5.45 a.m. on the 30th, passed the steamship Chinkiang.  
 The British steamship Kwangtung reports left Fochow on the 27th ultimo, Amoy on the 28th, and Swatow on the 30th. From Fochow to Amoy had fresh S.W. breeze and fine weather. From Amoy to Swatow had moderate S.W. breeze and fine weather. From Swatow to Hongkong had fresh S.W. breeze and equally weather. In Fochow the steamship Rosary, Callaghan, Glawry, Hoihow, Hienmach, Callaghan, Killarney, and Afghan. In Amoy the steamships Hailong, Atholl, and Douglas. In Swatow the steamships Fochow, Chefoo, Taiwan, and Potang. The steamship Mongkut left same day.

## SAILING VESSELS.

ADOLPH OBRIG, American ship, 1,448, Staples, 20th May, Cardiff 12th January, Coal—Russell & Co.  
 ALVIN'S ISLE, British bark, 160, C. Burgess, 17th June—King George's Sound (W.A.), 1st May, Sandalwood—Gilman & Co.  
 AUGUSTE, French bark, 858, Le Breton, 9th June—Newport 25th October, Coal—Carlowitz & Co.  
 BELLE OF OREGON, American bark, 1,110, E. Matthews, 6th June—Newcastle 12th April, Coal—Borneo Co.  
 CARL, Siamese bark, 535, J. Hansen, 24th May—Bangkok 7th May, General, Captain.  
 CHANDERNAGOR, German bark, 683, Sachse, Blackhead & Co.  
 CHANNEL QUEEN, British bark, 609, Le Lachur, 18th May—Chefoo 22nd April, General—Ed. Schellhass & Co.  
 CHESHIRE, American bark, 737, Reynolds, 29th June—Newcastle 27th April, Coal—Borneo Co.  
 C. D. BRYANT, American bark, 929, J. P. Butman, 23rd May—New York 24th January, Kerosine Oil—D. Lapraik & Co.  
 DIO FILI, Austrian bark, 627, D. Bernatchi, 30th April—Newcastle, N.S.W., 12th March, Coal—C. J. Lamer.  
 FANO, Danish brig, 227, M. N. Mortensen, 29th May—Newchwang 9th May, Beans—Pustau & Co.  
 FRIEDLANDER, German ship, 1,584, J. Bellmer, 14th June—Cardiff 7th February, Coal—Captain.  
 GERD HEVE, German bark, 576, Ed. Ladewig, 15th June—Chefoo 29th May, General—Ed. Schellhass & Co.  
 G. C. TRUPANI, British ship, 1,529, Thomas, 14th June—Cardiff 5th February, Coal—Order.  
 H. UPHAM, German bark, 427, T. G. Weber, 18th May—Newchwang 28th April, General—Carlowitz & Co.  
 HYDRA, German bark, 795, Bing, 14th June—Cardiff 6th February, Coal—Arnhold, Karberg & Co.  
 IDA, German ship, 1,298, W. Schneider, 17th May—Swatow 14th May, Sugar—Arnhold, Karberg & Co.  
 JOHN WORSTER, American bark, F. A. Houghton, 11th Feb.—Newcastle, N.S.W., 15th Dec., Coal—Russell & Co.  
 KART, German bark, 382, E. Kneft, 8th May—Newchwang 22nd April, Beans—Ed. Schellhass & Co.  
 LOUISA, German 3-m. sch., 245, Schierlock, 2nd Jan.—Whampoa 31st Dec., General—Captain.  
 MCLAURAN, American ship, 1,330, J. H. Little, 17th May—Newcastle, N.S.W., 21st March, Coal—Russell & Co.  
 RAMIER, French brig, 280, Savary, 28th June—Hilo 10th June, General—Carlowitz & Co.  
 RESOLUTE, American ship, 1,640, Sackels, 22nd May—Newcastle 24th March, Coal—Russell & Co.  
 SPARTAN, American schooner, 85, Ch. Vincent, 30th May—Swatow 24th May, Ballast—W. H. Ray.  
 ST. IDEUX, French bark, 388, J. Durand, 30th June—Whampoa 28th June, Ballast—Carlowitz & Co.  
 THREE BROTHERS, British bark, 366, H. Kahleke, 17th June—Quinn 7th June, General—Gilman & Co.  
 TWILIGHT, American ship, 1,265, W. C. Warland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.

## WHAMPOA.

TETUAN, British bark, 434, Hyne, 11th June—Newchwang 22nd May, Beans and Peas—Carlowitz & Co.

## SHIPPING IN HONGKONG.

## STEAMERS.

Amoy, British steamer, 314, C. Hermann, 26th June—Saigon 22nd June, Rice—Siemssen & Co.  
 ANERLEY, British steamer, 1,256, Strachan, 24th June—Saigon 22nd June, Rice—Siemssen & Co.  
 ANTONIO, Munoz, Spanish steamer, 527, R. Osoro, 23rd June—Manila 20th June, General—Remedios & Co.  
 BELONA, German steamer, 789, W. Schaefer, 20th June—Saigon 16th June, Rice—Siemssen & Co.  
 BRECONSHIRE, British steamer, 1,267, J. R. Tiddy, 28th June—Fochow 26th June, Tea for London—Adamson, Bell & Co.  
 CITY OF TOKIO, American str., 5,057, J. Maury, 26th June—San Francisco 31st May, and Yokohama 20th June, Mails and General—P. M. S. S. Co.  
 DE BAY, British steamer, 1,087, Joseph Lee, 24th June—Saigon 20th June, Rice—Adamson, Bell & Co.  
 EHRENFELS, British steamer, 1,188, Fischer, 22nd June—Saigon 18th June, Rice—Melchers & Co.  
 EUXINE, British steamer, 977, J. B. Peters, 25th June—Melbourne 18th May, Coals and General—Geo. R. Stevens & Co.  
 HUNGARIAN, British steamer, 987, W. M. D. Alison, 29th June—Saigon 25th June, Rice—Russell & Co.  
 JORGE JUAN, British steamer, 122, Thebaud, 21st June—Manila 19th June, General—Russell & Co.  
 KONG-ENG, British steamer, 862, R. Young, 26th June—Bangkok 20th June, Rice—Yuen Fat Hong.  
 LI YUNG, Annamite steamer, 150, Chun, 19th June—Touan 15th June, General—Chinese.  
 LIDO, British steamer, 620, Lewis, 22nd June—Haiphong 19th June, General—Adamson, Bell & Co.  
 LORNE, British steamer, 1,034, Wm. Hunter, 30th June—Singapore Saigon and Hoihow 29th June, General—Bun Hin.  
 MENMUIR, British steamer, 1,447, W. Ellis, 24th June—Adelaide 23rd May, Sydney 1st June, Brisbane 3rd June, Townsville 7th, Cooktown 8th, Thursday Island 11th, and Port Darwin 15th, Coals and General—Gibb, Livingston & Co.  
 NAPLES, British steamer, 1,474, G. Willis, 20th June—Saigon 16th June, Rice—Geo. R. Stevens & Co.  
 PIHA CHULA CHOM KLAO, British str., 1,011, Lightwood, 29th June—Bangkok 23rd June, Rice—Hop King.  
 SEA GULL, American steamer, 48, Hayden, Nov. 24th—China Traders' Insurance Co.  
 SHERARD OSBORN, British steamer, 875, Worcester, 1st July—Shanghai 5th June, and Fochow, Telegraph Cable—E. E. A. & Co. Telegraph Co.  
 TERE, Austro-Hungarian steamer, 1,166, G. Scarpa, 23rd June—Singapore 16th June, General—Melchers & Co.  
 TELEMACIUS, British steamer, 1,221, H. Jones, 29th June—Shanghai 23rd June, and Fochow 27th, General—Butfield & Swire.  
 WHAMPOA, British steamer, 1,109, J. E. Williams, 26th June—Saigon 22nd June, Rice—Butfield & Swire.

## SAILING VESSELS.

ADOLPH OBRIG, American ship, 1,448, Staples, 20th May, Cardiff 12th January, Coal—Russell & Co.  
 ALVIN'S ISLE, British bark, 160, C. Burgess, 17th June—King George's Sound (W.A.), 1st May, Sandalwood—Gilman & Co.  
 AUGUSTE, French bark, 858, Le Breton, 9th June—Newport 25th October, Coal—Carlowitz & Co.  
 BELLE OF OREGON, American bark, 1,110, E. Matthews, 6th June—Newcastle 12th April, Coal—Borneo Co.  
 CARL, Siamese bark, 535, J. Hansen, 24th May—Bangkok 7th May, General, Captain.  
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 RAMIER, French brig, 280, Savary, 28th June—Hilo 10th June, General—Carlowitz & Co.  
 RESOLUTE, American ship, 1,640, Sackels, 22nd May—Newcastle 24th March, Coal—Russell & Co.  
 SPARTAN, American schooner, 85, Ch. Vincent, 30th May—Swatow 24th May, Ballast—W. H. Ray.  
 ST. IDEUX, French bark, 388, J. Durand, 30th June—Whampoa 28th June, Ballast—Carlowitz & Co.  
 THREE BROTHERS, British bark, 366, H. Kahleke, 17th June—Quinn 7th June, General—Gilman & Co.  
 TWILIGHT, American ship, 1,265, W. C. Warland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.

## WHAMPOA.

TETUAN, British bark, 434, Hyne, 11th June—Newchwang 22nd May, Beans and Peas—Carlowitz & Co.

## For Sale.

## NATURE'S DISINFECTANT, SANITAS.

JUST LANDED AND FOR SALE.  
 SANITAS POWDER and FLUID, and various other ARTICLES prepared by the "SANITAS" COMPANY.  
 Apply to E. F. DE SOUZA, 14, Wyndham Street, Hongkong, 29th June, 1883. [510]

## FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.  
 QUARTS.....\$22 per Case  
 PINTS.....\$23 per Case  
 Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. [8]

## FOR SALE.

EX STEAMSHIP "LAERTES."  
 A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.  
 THE BEST & CHEAPEST EVER MADE.  
 Capable of Condensing Three Thousand Gallons per day.  
 Apply to G. FENWICK & Co., Victoria Foundry, Hongkong, 25th April, 1883. [328]

## FOR SALE.

COAL-TAR IN BARRELS.  
 CHOY CHEW, 230, PRAYA CENTRAL, Hongkong, 5th April, 1883. [262]

## FOR SALE.

EX, S.S. "YORKSHIRE" AND CONNECTING STEAMERS FROM OPORTO.  
 A SMALL INVOICE OF GUEDES' WELL KNOWN "3 GRAPES"—PORT WINE.  
 Apply to F. J. V. JORGE, Hongkong, 14th June, 1883. [466]

## FOR SALE.

THE CITY OF MANILA CIGAR STORE.  
 HAS FOR SALE.  
 CIGARS of all Brands, Imperiales, Caballeros, Vегueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian market, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c.; Commissions Executed.  
 JOSE M. BASA, No. 51, B. QUEEN'S ROAD, CENTRAL, Hongkong, 1st May, 1882. [343]

## FOR SALE.

F. BLACKHEAD & CO.  
 SHIPCHANDLERS, STORE-KEEPERS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.  
 HAVE RECEIVED EX LATEST ARRIVALS.  
 AMERICAN CAST STEEL SHOVELS, PICKS.  
 AXES.  
 HATCHETS.  
 ENGINEERS' & HOUSEHOLD HAMMERS.  
 PATENT BIT-BRACES.  
 AUGER-BITS.  
 DRILLS.  
 GIMBLETS.  
 SQUARES.  
 PATENT BRASS PADLOCKS & CHEST LOCKS.  
 MRS. POTT'S PATENT SADRONS, COOKING STOVES.  
 FAIRBANKS' SCALES.  
 FORCE PUMPS FOR SHIPS' USE.  
 DRILLING MACHINES.  
 BREAST DRILLS, AUTOM; BORING TOOLS.  
 ANVILS, VICES, AND DRILLS COMBINED.  
 ANVILS.  
 VICES.  
 HITCHCOCK'S PATENT LAMPS.  
 GLASSCUTTERS.  
 SCROLL SAWS.  
 FAMILY GRINDSTONES.  
 BLACKSMITHS' BELLOWS.  
 &c., &c., &c.  
 BEST WHITWORTH'S STOCK AND DIES.  
 SCREW WRENCHES.  
 PLANE IRONS.  
 CHISELS.  
 HAMMERS.  
 PINNERS.  
 NIPPERS.  
 DIVIDERS.  
 METAL SCISSORS.  
 METAL SAWS.  
 TUBE EXPANDERS.  
 OIL FEEDERS.  
 SALTER'S SPRING BALANCE SCALES.  
 WESTON'S PATENT TACKLES.  
 PATENT SOCKETS.  
 DISTRESS SIGNALS.  
 HOLMES' PATENT SIGNAL LIGHTS.  
 FOGHORNS.  
 SIGNAL LAMPS.  
 LIFE BUOYS.  
 BOTTLE WASHING AND CORKING MACHINES.  
 &c., &c., &c.  
 SPARKLING SCHARZHOFFERGER.  
 FLENSBURG STOCKBEER.  
 MARIENTHALER BEER.  
 VEUVE CLICQUOT PONSARDIN CHAMPAGNE.  
 Hongkong, 7th October, 1882. [10]

## Intimations.

## HONGKONG HOTEL.

## HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.  
 He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.  
 HAIR CUTTING.....50 Cents.  
 SHAMPOOING.....25 "  
 SHAVING.....25 "  
 TRIMMING BEARDS.....25 "  
 LADIES' HAIRDRESSING SALOON.  
 Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.  
 Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Finaud who has had many years experience and guarantees it to keep for any length of time in any climate.  
 Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—  
 EVERY DAY.....\$4.00 Per Month.  
 EVERY OTHER DAY.....\$3.00 "  
 TWICE A WEEK.....\$2.00 "  
 Mr. MARMANDE receives direct from Paris a large consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.  
 The Saloon is cool and airy, being supplied with Punkahs, and the "Iced Shampoo" is the greatest luxury of the day.  
 The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.  
 RAZORS MOST CAREFULLY RESET.  
 Hongkong, 12th June, 1883. [458]

## GUEDES &amp; CO.

PRINTERS, STATIONERS, AND BOOKBINDERS.  
 D'AGUILAR STREET.  
 EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH OR VERY MODERATE TERMS.  
 SELECTED MATERIALS FOR MARKET REPORTS.  
 Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.  
 Hongkong, 23rd August, 1882. [4]

## F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.  
 No. 5, D'AGUILAR STREET.  
 HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.  
 Hongkong, 2nd October, 1882. [663]

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.  
 L. MALLORY, Proprietor.  
 Hongkong, 24th June, 1881. [501]

## D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.  
 7, BEACONSFIELD ARCADE, (Opposite the City Hall).  
 Having Purchased the entire Machinery of the late Mr. E. CHAPMAN, the largest orders for every description of Aerated Waters with promptness and despatch.  
 SUPERIOR QUALITY.  
 IS GUARANTEED.  
 Consumers are invited to try these carefully Manufactured SPARKLING WATERS.  
 THREE DOZEN FOR ONE DOLLAR.  
 All Orders and Communications should be addressed to The Factory,  
 7, BEACONSFIELD ARCADE.  
 Hongkong, 11th April, 1882. [279]

## WILLIAM SCHMIDT &amp; CO.

GUNMAKERS' AMMUNITION DEALERS.  
 BEACONSFIELD ARCADE.  
 Arms, Ammunitions, and Requisites of every description.  
 Arms Repaired, Cleaned, or Converted at moderate charges.  
 Sporting Guns and Ammunition always on hand. [9]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS.  
 JEWELLERS, SILVER SMITHS, AND OPTICIANS.  
 CHARTS AND BOOKS.  
 NAUTICAL INSTRUMENTS.  
 Sole Agents for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Voigtlander and Sohler's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.  
 No. 38, QUEEN'S ROAD, CENTRAL. [478]

## THE GOLDEN SCISSOR.

No. 13, POTTINGER STREET.  
 A. M. ROBIN.  
 TAILOR AND GENERAL OUTFITTER.  
 HAS JUST RECEIVED THE FOLLOWING NEW GOODS:  
 TWEEDS, DIAGONALS, White & Colored TROUSERS, UMBRELLAS, Gaiter SILK TIES, HAIR BRUSHES, and DRESSING COMBS, a varied assortment of FANCY BUTTONS for Gentlemen's Coats and Vests, &c.  
 INSPECTION INVITED.  
 Note the address: No. 13, POTTINGER STREET.  
 Hongkong, 26th May, 1883. [524]

## Intimations.

## "WAI SAN YAT PO."

A CHINESE DAILY NEWSPAPER, with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,  
 LUK KE SHUN, No. 9, Gough Street, Hongkong, 10th February, 1883. [133]

## T. O. K. E. E.

C. O. A. L. M. E. R. C. H. A. N. T, No. 75, PRAYA CENTRAL.  
 KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at \$3 for 12 hours, \$4 for 24 hours, and \$1 for 3rd hour, "CUM ON" and "CUM KAI," at \$3 for 1st hour, \$2 for 2nd hour, and for longer periods according to arrangement.  
 Hongkong, 16th October, 1882. [302]

## L. I. N. G. S. H. I. N. G.

BOOT AND SHOE MAKER, No. 5, WELLINGTON STREET, HONGKONG.  
 THE CHEAPEST SHOP IN THE TRADE.  
 Materials and Workmanship Guaranteed.  
 Special experience in making Gentlemen's RIDING BOOTS.  
 Hongkong, 4th April, 1883. [255]



## TARINI'S ROYAL ITALIAN CIRCUS.

option accorded to the evergreen Saturday evening last by the people of the city—must have been highly satisfactory, as the audience was the largest we have yet seen collected together under the mammoth pavilion during the present season. The weather which had been unsettled during the greater part of the day began to clear up as night set in, and gave some hopes of behaving decently. Shortly before nine o'clock the rain began to drop gently, and when we got down to the circus it was lashing down in torrents on the assembled thousands congregated under the canvas. The overture was "put through" at lightning speed, and if it did have a lump cut off its hinder end to allow of the acrobats being hurried into the arena to begin the real work of the show, nobody seemed to care one jot, umbrellas and raincoats being more in request than Deichoven's symphonies by Herr von der Mehden and his army of trumpet-blowers. The whole of the artists engaged in the representation of Saturday night did everything that was possible to make things lively, but they had no easy task set them with the rain keeping up a constant pelt. The audience took things very pleasantly and were very liberal with their applause. An excellent programme has been arranged for to-night's performance, and as the weather appears to have again taken a turn for the better, we hope to see a "bumper" house.

## NOT VERY FORMIDABLE.

A fear has frequently been expressed, says the *Daily Alta*, that the Chinese, who learn trades in California would go back to their own country, establish factories, and—by virtue of the skill acquired here and the abundant supply of cheap labor, drive out of their own country the large quantity of foreign goods now imported, and even inaugurate a sharp competition with the manufacturers of Western countries in their own markets. A better knowledge of the Chinese, however, dissipates the fear of such a result. There are a number of reasons why the Chinese are undesirable in our factories and shops, but the fear that they will put the knowledge acquired to use in China, by establishing a manufacturing system of their own, does not cut much of a figure in the case. There are obstacles of the most formidable kind to the success of such an enterprise in the Chinese character and the nature of their Government, which is hostile to progress and impedes every movement in that direction. A Shanghai paper publishes a long article showing how every attempt of the more enlightened Chinamen to make progress in an industrial way has been opposed by the ignorance or corruption of the Government officials. To escape this fate Chinese capitalists put their money into the hands of European knowing that companies nominally controlled by Europeans are less liable to official interference. A company was started to work silk piece goods by machinery; both Chinese and foreigners were associated in the direction and capital. The Taotai, under instructions from the Viceroy, protested against the establishment of a lawful industry in the foreign port (which is stipulated for in the treaty) because the employment of machinery, he thought, might restrict the demand for unskilled labor. The Consul convinced him that he had no power to restrict, but the progress of the enterprise nevertheless received a check. Again, in China glass works cannot be established on the spot where the material is found; that must remain there useless, or bear the expense of a long journey. Such is the rule of the Mandarins; the rapacity of the leeches is such that industries that would develop the resources of the country cannot be established, because the profits would all be absorbed by the leeches, while the adventures would risk their capital without much chance of return. So, too, the cotton mills in Shanghai, but the Chinese engaged in the enterprise have been harassed in one way and another, and no mill is yet in operation. When it was proposed to establish two other concerns—one for spinning yarn, and another for weaving cloth; the first under foreign auspices, the second a purely native company—the purchaser of the monopoly got the attention of the Viceroy drawn to the matter. The Mandarins were able to take up some obsolete charge against one of the leading stockholders connected with the Taiping rebellion, and the progress of the work was stopped. When foreigners built a railroad in China, the native government bought out the company that it might tear up the rails. The operation of the telegraph lines has been subject to constant interference, and the working of the coal mines is frequently stopped on a pretence that the subterranean demons are offended, and that the miners must let up till the demons are placated. This opposition to all progress is so deeply grounded in the Chinese character that it is needless to look to the Flowery Kingdom for any important advances for at least a hundred years.

## MAILS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Khidiv*, with the next English mail, left Singapore on the 28th ultimo, at 6 p.m., and may be expected here on the evening of the 3rd instant.

## THE INDIAN MAIL.

The two direct steamers, with the Indian mails, left Calcutta on the morning of the 17th ultimo, and are due here on or about the 4th instant.

## THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left San Francisco on the 14th ultimo, and may be expected here on the 13th instant.

## STAMPS EXPECTED.

The Southern Ocean Company's steamer *Tai*, which leaves on the 17th inst., and may be expected to arrive here about the 4th ultimo. The S. S. Co.'s steamer *Prize* left Singapore on Saturday morning the 30th ultimo, and may be expected here on the 6th instant. The steamer *Compta* left Batavia for this port on the 1st instant, and is due here on the 16th. The steamer *Ventur* left Sydney for this port, via Queensland Ports and Port Darwin, on the 27th ultimo, and is expected to arrive here on or about the 24th instant.

## CHEFOO.

[FROM A CORRESPONDENT.]

June 10th, 1883. In continuation of my last letter, I forgot to mention that the Family Hotel is almost finished, and visitors are already arriving. The alterations in this hotel are a very great improvement. An upper story is added, with a large verandah in front, facing the sea, and another verandah at the back from which a fine view can be had of the hills and surrounding country. I had the pleasure of walking through it a few days since; it contains thirty-five lofty rooms, with dressing and bath-room attached to most of them; the building, well lit by skylights. All the store-rooms are well stocked with provisions just arrived from home. The dining-room is well fitted up, and the large table will seat about twenty-six persons. The drawing-room is large and nicely furnished, having a splendid toned piano for the amusement of the visitors. I was told by the proprietor, Mr. Newman, that a playground and lawn tennis ground had yet to be made at the back, which will add to the enjoyment of both adults and juveniles. The water, which is obtained from a well sixty-two feet deep, is about the best in Chefoo. I was also informed that many of the rooms had already been spoken for.

I also visited the Protestant Collegiate School, which is on the hills near the beach, above the Family Hotel. This splendid school, and the scholars look happy and healthy. The playgrounds are very large, with ample space for cricket and football. The girls occupy a separate house, and have their own playground, gardens, swing, lawn-tennis, &c. The bedrooms are of good size and well ventilated. One bedroom is allotted to two boarders, but parlour boarders have a private bedroom and a sitting room between two. The diet is liberal and varied, and the teachers endeavor to give the boarders the comforts of a home while pursuing their studies. The Principal of the school is Mr. W. E. Eliason, assisted by Mr. Taylor and Miss Groom; and there are special teachers for music, Chinese, and electricity. The boarding and domestic arrangements are managed by Mrs. Baller in the boys' school, and Miss Downing in the girls' school. The course of instruction comprises—Latin, Greek, French, Algebra, Euclid, Trigonometry, Chemistry, Physics, Physiology, Drawing, Music, Bookkeeping, and the ordinary English subjects. The terms are exceedingly moderate. The year is divided into four sessions, commencing respectively on February 1st, April 15th, July 22nd, October 2nd, and ending on April 14th, July 1st, October 1st, and December 15th. The price for parlour boarders is \$75 per session; boarders over 14 years \$55; under 14 years \$50; under 8 years \$45; Music \$12.50; Chinese \$5. This is the rate of about 25 dollars a month, or almost what it cost for board alone for a boy or girl over 14 years; and I often wonder that more of the parents at your port do not avail themselves of sending their children to such an excellent school.—*Mercury*.

## TIENTSIN.

June 10th. By the s.s. *Fungshun*, the eldest son of His Ex. Li Hung Chang leaves for your port to assist his father, as Chief Foreign Secretary; so His Ex. has now a staff of foreign assistants, viz: Messrs. Ng Choy, So Fan Lo, Ma Kim Tung, and his son. With them he surely ought to be able to make favourable terms with His Ex. Mr. Tropic. The French Pacific squadron is shortly to arrive in Chinese waters, and will be, in all, 30 vessels of war, large and small, and 3 iron-clads, as a match for the Chinese navy. More peaceful news reached us from Peking, notwithstanding their Excellencies Li Tiao, Pao Yui Sin, Pao Ting Hsing, Lin Ming Ching, and Pao Chow's memorials to declare war against France, in which they argue if war is not declared China will not stand as a nation in the eyes of other nations; but it appears Her Majesty, Prince Kung, and Pao Yoe think differently. The troops of Chili, who had instructions to be ready for marching orders, have received orders to the contrary. Chinese here freely discuss the present state of affairs, and by China is more to try His Ex. Li's influence, but it really means getting in readiness against Korea. Japanese influence is growing stronger every day. It is even said that the China and Korea Trading Regulations have not been accepted by the Korean government, this failure they attribute to Ma Kien Tsung's brother. It seems that Li Hung-chang's negotiations of last year have come to nothing, which is very annoying to Li.

## REDUCTION OF NATIVE POPULATIONS.

It has become quite common to charge the dwindling away of native population in the islands of the Pacific, and in other places, to the results of missionary labor. In the Hawaiian Islands in Captain Cook's time, there were supposed to be about 400,000 savages. Now there are hardly more than 40,000 natives left. Theirs have attained to a good degree of civilization—that is; they have both the vices, and the religion of civilization. The vices against which the missionaries have always protested, have decimated the natives. Religion has saved a remnant. Now it is not difficult to perceive that the missionaries had come in contact with whites without any restraining influences exerted by missionaries, the case would have been much worse. There would have been no native population today in the Hawaiian Islands—or none to speak of. There would have been no King to be crowned and no nobles to enjoy their possessions, and no churches thronged by devout natives. The dwindling of this population results from influences which the missionaries were never able to control. It can at least be said that they have arrested the more rapid progress toward extinction. The life of the nation has been prolonged, and it has been lifted from barbarism to civilization. The heredity of uncivilized peoples is so strong that they frequently die out in the process of winning them over to the radical changes of civilization. What might well be noted here is that the process of native decadence which has been going on in the Hawaiian Islands is essentially the same which is going on among other native populations. It is going on in Australia, Tasmania and New Zealand. It is going on among the tribes of Indians within the jurisdiction of the United States. And here we encounter the curious fact that even the wild tribes where the missionaries have not been, are in a state of slow decadence, while the tribes which come more in contact with civilization are melting away far more rapidly. The Indian population has been reduced something like fifty per cent. in the last fifty years. It is an element which cannot be lifted out of barbarism into civilization. It cannot accept the new conditions without losing numerically, at a rapid rate. What might be the result where a new civilization is introduced without a single vice which goes with that civilization, is still an open question, because

there have been no experiments of any magnitude made in that way. The civilization which lifts some part of a barbarous population up to a higher plane of existence sinks another part beyond redemption through the vices which it introduces. That has been true in the Hawaiian Islands. It is true of the natives of Australia and New Zealand, and it is true of the aborigines within the jurisdiction of the United States.

Yet there are isolated instances where whole tribes have been civilized and christianized, where the vices of white populations having been largely shut out, these tribes hold their own as to numbers, and attained a prosperity new known under a savage condition. Probably, so much might be truthfully said of the Cherokee, the Delaware, the Stockbridges (the earliest Indian tribe to be christianized), and of some other Indian communities. Yet as a whole, the Indian population is dwindling away rapidly. Missionaries so far from accelerating this decadence have been the only arresting force. They have converted barbarous tribes and nations, and have saved individuals; but they could not altogether arrest physical decay. It was not arrested in the case of the Mission Indians, who have now dwindled to a very small number, there being not so many hundreds as there were thousands a few years ago. Yet it is probable that they are not extinct to-day, because of the restraining influences which missionaries exerted, and through whose teachings thousands have lived blameless lives.—*San Francisco Bulletin*.

## A NEW TIME-KILL CLUB LECTURE.

"I wish to disclaim," said Brother Gardner, as he adjusted his spectacles and brushed up his front hair, "I wish to disclaim that Dr. Hon. Higginbottom Lawless of Kosciusko, Miss., am present in de aughty room an' burnin' to deliver his celebrated address on 'Sentiment.' He arrove heah three or four days ago, an' has finished his las' har' of apples, worn my Sunday coat right along, an' will be a deadhead on me till he gets home to Toledo. De committee will escort him, an' if dat water-pail an' upshot, or any lumps, knocked down dooin' his delivery, de guilty wretch or wretches will receive a lesson dat will remain solid for a hundred years."

The Hon. Lawless appeared with a pair of red mittens in one hand and a lemon in the other, and such was his placidity of mind that when he bit into one of the mittens in place of the lemon he never even changed color. He sized up five feet and six inches, intelligent expression, head cast in the shape of a pear, and feet large enough to trample an onion bed out of sight. He mounted the platform like a steer climbing a side hill, bowed right and left in response to the applause, and quietly began:

"My frens, I cannot dispense de pleasure an' gratification which I feel to fin' myself standin' heah under de sacred shingles of Paradise Hall, a structure whose name an' a household word wherever de English language greets de ear. [Applause.] I would rather stan' heah dan to be buried under a \$10,000 monument. [Cheers.]

"De subject ob my address an' Sentiment. What an' sentiment? What? de wit it, an' what an' wit it? de wit it, when de market an' not overstocked? I answered dat sentiment an' a sort ob 'hastes an' amish surroundin' de heart. In some cases it hardens an' turns to astu, while in others it thins out until de heart fairly floats in a pond o' sweetness. [Applause.] Sentiment has considerable to do wid every akchun in our everyday life. It an' bizness when you start out to bury a pan ob flour or a basket ob baters. It an' sentiment dat causes de quip to lend, instead of demandin' spot cash. [Wild applause from Judge Cadaver.]

"Bizness akcutes de lazy an' de shiftless to set out an' beg cold vittles an' old clothes an' dings an' quarters. Sentiment akcutes women to shed tears ob an' stock 'em up wid' buff to loaf on fur another month. When we have a kickin' hoss our sentiment an' 'pealed to. We argy dat de safety of our loved ones require us to trade dat amille ob to some preacher who wants a perfectly reliable hoss. Dat's one kind of sentiment. When we buy an excursion ticket to Niagara Falls an' reach de grand catarnat arter a thirty hours sweat on de cattle cars, de immense waste of water 'pals to an' nodder sort ob sentiment. When we luv we reveal another phase of sentiment. If de gal an' high-toned an' rich de sentiment an' all solid. If she an' only average, an' in debt fur her las' course, de sentiment an' purty thin, an' won't last longer dan de first bill fur meat comes in. [Cries of 'You bet!']

"My frens, sentiment writes poetry, wid one hand an' fans de backs de chills wid de odder. It guides our thoughts to friends ob de sea, an' sends old clothes torelashuns in Wisconsin. It makes us shed tears fur de dead, an' yit warns us to cut de undertaker's bill down twenty per cent. Sentiment tells us to luv our fellow men, an' yit whispers to us to lock our doahs an' place torpedoes in our hen roosts. [Groans.] I have been lookin' into de matter fur de las' forty-eight years, an' I has cum to de conclusion dat it was a wise thing to purvide de human race wid sentiment. If it had been left out by any accident, in de mind de bes' man among us wouldn't have got a bid if put up at auction along wid a lot of fence posts. I could talk to you fur three straight weeks on dis subject, but obsarvin' dat my half hour am up, I will chop off right heah, an' hope dat it may be my pleasure at some ficher day to meet you agin. Any purson who wants his fortune told will find me in de aughty room fur de nex' two hours."—*Detroit Free Press*.

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.									
BAROMETER.	HONG KONG.	AMOI.	SHANGHAI.	MANILA.	YOKOHAMA.	COBLENZ.	PARIS.	BRUSSELS.	BERLIN.
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
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75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0

Barometer level of the sea in inches, tenths and hundredths. Thermometer in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, if variable, give two points. If N.E., S.W., &c., give Force of Wind, in gales, 4 to 11 knots. If 12 to 20 knots, 5 to 6 fathoms, 21 to 29 knots, 7 to 9 fathoms, 30 to 39 knots, 10 to 12 fathoms, 40 to 49 knots, 13 to 15 fathoms, 50 to 59 knots, 16 to 18 fathoms, 60 to 69 knots, 19 to 21 fathoms, 70 to 79 knots, 22 to 24 fathoms, 80 to 89 knots, 25 to 27 fathoms, 90 to 99 knots, 28 to 30 fathoms, 100 to 109 knots, 31 to 33 fathoms, 110 to 119 knots, 34 to 36 fathoms, 120 to 129 knots, 37 to 39 fathoms, 130 to 139 knots, 40 to 42 fathoms, 140 to 149 knots, 43 to 45 fathoms, 150 to 159 knots, 46 to 48 fathoms, 160 to 169 knots, 49 to 51 fathoms, 170 to 179 knots, 52 to 54 fathoms, 180 to 189 knots, 55 to 57 fathoms, 190 to 199 knots, 58 to 60 fathoms, 200 to 209 knots, 61 to 63 fathoms, 210 to 219 knots, 64 to 66 fathoms, 220 to 229 knots, 67 to 69 fathoms, 230 to 239 knots, 70 to 72 fathoms, 240 to 249 knots, 73 to 75 fathoms, 250 to 259 knots, 76 to 78 fathoms, 260 to 269 knots, 79 to 81 fathoms, 270 to 279 knots, 82 to 84 fathoms, 280 to 289 knots, 85 to 87 fathoms, 290 to 299 knots, 88 to 90 fathoms, 300 to 309 knots, 91 to 93 fathoms, 310 to 319 knots, 94 to 96 fathoms, 320 to 329 knots, 97 to 99 fathoms, 330 to 339 knots, 100 to 109 knots, 110 to 119 knots, 120 to 129 knots, 130 to 139 knots, 140 to 149 knots, 150 to 159 knots, 160 to 169 knots, 170 to 179 knots, 180 to 189 knots, 190 to 199 knots, 200 to 209 knots, 210 to 219 knots, 220 to 229 knots, 230 to 239 knots, 240 to 249 knots, 250 to 259 knots, 260 to 269 knots, 270 to 279 knots, 280 to 289 knots, 290 to 299 knots, 300 to 309 knots, 310 to 319 knots, 320 to 329 knots, 330 to 339 knots, 340 to 349 knots, 350 to 359 knots, 360 to 369 knots, 370 to 379 knots, 380 to 389 knots, 390 to 399 knots, 400 to 409 knots, 410 to 419 knots, 420 to 429 knots, 430 to 439 knots, 440 to 449 knots, 450 to 459 knots, 460 to 469 knots, 470 to 479 knots, 480 to 489 knots, 490 to 499 knots, 500 to 509 knots, 510 to 519 knots, 520 to 529 knots, 530 to 539 knots, 540 to 549 knots, 550 to 559 knots, 560 to 569 knots, 570 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1119 knots, 1120 to 1129 knots, 1130 to 1139 knots, 1140 to 1149 knots, 1150 to 1159 knots, 1160 to 1169 knots, 1170 to 1179 knots, 1180 to 1189 knots, 1190 to 1199 knots, 1200 to 1209 knots, 1210 to 1219 knots, 1220 to 1229 knots, 1230 to 1239 knots, 1240 to 1249 knots, 1250 to 1259 knots, 1260 to 1269 knots, 1270 to 1279 knots, 1280 to 1289 knots, 1290 to 1299 knots, 1300 to 1309 knots, 1310 to 1319 knots, 1320 to 1329 knots, 1330 to 1339 knots, 1340 to 1349 knots, 1350 to 1359 knots, 1360 to 1369 knots, 1370 to 1379 knots, 1380 to 1389 knots, 1390 to 1399 knots, 1400 to 1409 knots, 1410 to 1419 knots, 1420 to 1429 knots, 1430 to 1439 knots, 1440 to 1449 knots, 1450 to 1459 knots, 1460 to 1469 knots, 1470 to 1479 knots, 1480 to 1489 knots, 1490 to 1499 knots, 1500 to 1509 knots, 1510 to 1519 knots, 1520 to 1529 knots, 1530 to 1539 knots, 1540 to 1549 knots, 1550 to 1559 knots, 1560 to 1569 knots, 1570 to 1579 knots, 1580 to 1589 knots, 1590 to 1599 knots, 1600 to 1609 knots, 1610 to 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2119 knots, 2120 to 2129 knots, 2130 to 2139 knots, 2140 to 2149 knots, 2150 to 2159 knots, 2160 to 2169 knots, 2170 to 2179 knots, 2180 to 2189 knots, 2190 to 2199 knots, 2200 to 2209 knots, 2210 to 2219 knots, 2220 to 2229 knots, 2230 to 2239 knots, 2240 to 2249 knots, 2250 to 2259 knots, 2260 to 2269 knots, 2270 to 2279 knots, 2280 to 2289 knots, 2290 to 2299 knots, 2300 to 2309 knots, 2310 to 2319 knots, 2320 to 2329 knots, 2330 to 2339 knots, 2340 to 2349 knots, 2350 to 2359 knots, 2360 to 2369 knots, 2370 to 2379 knots, 2380 to 2389 knots, 2390 to 2399 knots, 2400 to 2409 knots, 2410 to 2419 knots, 2420 to 2429 knots, 2430 to 2439 knots, 2440 to 2449 knots, 2450 to 2459 knots, 2460 to 2469 knots, 2470 to 2479 knots, 2480 to 2489 knots, 2490 to 2499 knots, 2500 to 2509 knots, 2510 to 2519 knots, 2520 to 2529 knots, 2530 to 2539 knots, 2540 to 2549 knots, 2550 to 2559 knots, 2560 to 2569 knots, 2570 to 2579 knots, 2580 to 2589 knots, 2590 to 2599 knots, 2600 to 2609 knots, 2610 to 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3119 knots, 3120 to 3129 knots, 3130 to 3139 knots, 3140 to 3149 knots, 3150 to 3159 knots, 3160 to 3169 knots, 3170 to 3179 knots, 3180 to 3189 knots, 3190 to 3199 knots, 3200 to 3209 knots, 3210 to 3219 knots, 3220 to 3229 knots, 3230 to 3239 knots, 3240 to 3249 knots, 3250 to 3259 knots, 3260 to 3269 knots, 3270 to 3279 knots, 3280 to 3289 knots, 3290 to 3299 knots, 3300 to 3309 knots, 3310 to 3319 knots, 3320 to 3329 knots, 3330 to 3339 knots, 3340 to 3349 knots, 3350 to 3359 knots, 3360 to 3369 knots, 3370 to 3379 knots, 3380 to 3389 knots, 3390 to 3399 knots, 3400 to 3409 knots, 3410 to 3419 knots, 3420 to 3429 knots, 3430 to 3439 knots, 3440 to 3449 knots, 3450 to 3459 knots, 3460 to 3469 knots, 3470 to 3479 knots, 3480 to 3489 knots, 3490 to 3499 knots, 3500 to 3509 knots, 3510 to 3519 knots, 3520 to 3529 knots, 3530 to 3539 knots, 3540 to 3549 knots, 3550 to 3559 knots, 3560 to 3569 knots, 3570 to 3579 knots, 3580 to 3589 knots, 3590 to 3599 knots, 3600 to 3609 knots, 3610 to 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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 2, 1883.

THE Hongkong Government Gazette of Saturday last states that—"The Governor has been pleased to grant two months' vacation leave and ten months' leave of absence on half salary, from this date, to WALTER MEREDITH DEANE, Esq., Captain Superintendent of Police." "Consequent on Mr. DEANE's departure on leave, His Excellency has been pleased, with the consent of the Major-General Commanding, to appoint, provisionally, Captain THOMAS CARROLL DEMPSTER, of the Army Pay Department, to be Acting Captain Superintendent of Police." It had been known for some time in the colony that Mr. DEANE, intended to leave for home—most likely never to return—and ugly rumours were also current referring to the appointment of a favored outsider to the important position of Captain Superintendent of Police. Believing that Sir GEORGE BOWEN was far above anything savoring of political jobbery we were reluctant to credit the report as to Captain DEMPSTER's appointment. The claims of others to the position were so strong that we could not bring ourselves to believe that His Excellency would in such bare-faced fashion ruthlessly sacrifice the best interests of the Colony for the mere gratification of a personal whim. And we candidly admit that our estimate of Sir GEORGE BOWEN's character as an upright and independent representative of Her Majesty the Queen was an altogether erroneous one. We are sorry to have to speak plainly; but it is useless attempting to gloss over what the loud voice of public opinion has unanimously declared to be one of the most scandalous "jobs" ever associated with the government of this island.

Who is Captain THOMAS CARROLL DEMPSTER? What is he? What claims has he to be placed over the heads of several deserving and experienced officers of the Crown who have spent the best part of their lives in the service of this colony? Well, Captain DEMPSTER is an honorary Captain and paymaster in the Army Pay Department. He has no claims whatever to any of the fat livings in Hongkong at the disposal of the Secretary of State, although it is on record that he once served as Acting Superintendent of Victoria Gaol during the absence of Mr. TONNOCK. Captain DEMPSTER knows as much about the duties of Captain Superintendent of the Hongkong Police as our office boy; he knows less of the criminal classes in this Colony than our chair cooler. Truly, Governor BOWEN, you are to be commended on the nice discrimination, exquisite taste, and practical acquaintance

with the requirements of the public service you have displayed in the appointments made since your arrival; you are to be congratulated on the coolness and utter indifference you have exhibited towards vested interests and the long service claims of the officials of your Government; and you are likewise to be consoled with for that fatal facility you have so quickly displayed in alienating from yourself the good wishes of the community, and the respect of all who believe that the first duty of a British Governor is to maintain the rights of the people; and to hold the name of Her Majesty's representative far above suspicion.

If length of service, meritorious conduct, practical experience of the duties in their every detail, and the unqualified confidence of the whole of the people of Hongkong, were not sufficient to ensure the appointment of Captain Superintendent of Police to Mr. GEORGE BOWEN, who, it will be remembered, filled the office on several previous occasions with credit to the colony and to the complete satisfaction of the Governor, the community, and the Secretary of State—we should really like to know the special qualifications in Captain DEMPSTER, which so conspicuously commended that officer to such a special and valuable mark of His Excellency's favor. It is a matter of public notoriety that Lord DERRIV wrote to the Government of Hongkong in eulogistic terms of Mr. BOWEN's abilities, and actually suggested that one hundred pounds per annum should be added to his salary as some slight recognition of his valuable services. How Governor BOWEN could overlook this, and place in such an important and responsible position, over Mr. BOWEN's head, a mere novice, who has no interest in, and has actually nothing to do with the Colony, and who, moreover, is totally inexperienced in the duties, is a matter we are quite incapable of comprehending. His Excellency will not condescend to make any explanations to the Hongkong public; but he will find it necessary to say something to the Secretary of State.

In a previous article we expressed the opinion that Mr. BOWEN was the only man in this colony capable of at once assuming the duties and responsibilities of the office vacated by Mr. W. M. DEANE. That is our opinion still. We do not presume to dictate a course of action to Mr. BOWEN, but we are really unable to see how he can maintain his dignity and self-respect without protesting against the glaring injustice perpetrated by the appointment of Captain DEMPSTER. The best practical proof of protest would be to resign his present position, and to leave His Excellency and his military protégé to carry on the department the best way they can. Grievances of this character can only be struck effectively at the roots, and the quicker the blow is struck the more effective is it likely to prove. Mr. BOWEN has deserved well both of the Government and the community; Sir GEORGE BOWEN has shown in what manner he considers good conduct and meritorious services should be recognised; let Mr. BOWEN pay His Excellency back in his own coin and the Hongkong public will quickly show how they can appreciate honest independence when arrayed against injustice and high handed intolerance.

But presuming, for the sake of argument, that reasons existed why Mr. BOWEN should not have again been appointed chief of the police, the question arises—what has Mr. J. P. McEUX done to have been so unceremoniously left out in the cold? Mr. McEUX has seen good service in the British Navy, and has a most honorable record in the Colonial Office List. Unless we are mistaken he has already had some experience at the Central Station, and in his position as Assistant Harbour Master can fairly claim to possess a full share of that technical knowledge of Hongkong, its people, and their habits, manners, and customs, which we consider an essential for the office of Captain Superintendent of Police. Its, however, useless pursuing the subject further. Both Mr. BOWEN and Mr. McEUX have been scurvily treated, and we are afraid we must hold Sir GEORGE BOWEN entirely responsible for the scandal which Captain DEMPSTER's appointment has given rise to. We desire to say nothing against Captain DEMPSTER personally; that gentleman cannot be blamed for having been made a favorite of fortune, and yet we regret that he had not the moral courage, the self-abnegation to refuse a position for which his past career makes him so eminently unfitted. Sir GEORGE BOWEN would hardly feel flattered if he heard the opinions expressed on all sides as to this official job. Governor HENNESSY was treated to hard names occasionally, but never to the scornful contemptuous epithets which are now so freely applied to his successor.

## TELEGRAMS.

LONDON, June 29th.

## TRIUMPH OF THE BISHOPS.

The House of Lords threw out the Bill for the legalisation of Marriage with a deceased wife's sister on the third reading by 145 votes to 140.

## THE CHOLERA IN EGYPT.

129 deaths from cholera have taken place in Damietta in 24 hours.

## LOCAL AND GENERAL.

RECENT advices from Cebu state that cholera has entirely disappeared from the district.

THE visitors to the City Hall Museum for the week ended 1st July, were:—European 190, Chinese 1,771; total 1,961.

SAYS the Shanghai Mercury of the 23rd ultimo:—The steamer Peking reports speaking the *Triumph* seven miles outside Tungsha light-ship, at 5 p.m., yesterday, and she desired to be reported "all well."

WE read in Saturday's *Gazette* that His Excellency the Governor has been pleased to appoint Captain Thomas Carroll Dempster, of the Army Pay Department, Acting Captain Superintendent of Police, to be a member of the Sanitary Board, under the provisions of Ordinance 7 of 1883.

WE regret to learn that Signor Chiarini lost one of his fine trick horses, "Troubadour," by name, on Saturday last. The animal, which had been with the Signor's show for a number of years, succumbed to an attack of colic, contracted through inadvertent exposure to the wet weather of Friday night.

TENDERS are required by the Government for the construction of a timber pier at "Tsim-sha Tsui, Kaulung." Particulars may be obtained on application at the office of "the honourable the Surveyor General." By the way, where is "Tsim-sha Tsui, Kaulung?" It looks as if some pedantic meddler were playing sad havoc with the *Government Gazette*.

A HORRIBLE tragedy is reported from the Philippines. While the Spanish steamer *Saratoga* was passing through the Nueva Caceres river an altercation took place between the cook and one of the engineers. From hot words they got to blows, and eventually the cook snatched up a kitchen knife and inflicted a mortal wound on his adversary, leaving the knife buried to the hilt in his chest. The engineer withdrew the knife with a superhuman effort, and plunged it into the cook's heart, killing him on the spot. The engineer died a few hours afterward.

WE read in the *Gazette* that—"The Governor has been pleased to grant two months' vacation leave and ten months' leave of absence on half salary, from this date (June 26th), to Walter Meredith Deane, Esquire, Captain Superintendent of Police. Consequent on Mr. Deane's departure on leave, His Excellency has been pleased, with the consent of the Major-General Commanding, to appoint provisionally, Captain Thomas Carroll Dempster, of the Army Pay Department, to be Acting Captain Superintendent of Police."

LI AKWAI, described as a Canton widow, was brought before Captain Thomsett this morning on a charge of mendacity and also with assaulting the constable yesterday. Frederick Howell P.C. 38, stated that he saw the defendant in Jervis Street at 6 p.m. begging. The widow took up her stick and laid it across his back. She was then arrested and run in, when she tried to further assault him, aiming a blow at his brain box with her stool. Captain Thomsett ordered the savage dame to be imprisoned for a period of 7 days, the Colonial Surgeon to be instructed to watch over her vagaries, as it is considered probable that a screw must be loose somewhere in the old lady's upper story.

WILLIAM CLARK, of England, an unemployed seaman, faced Captain Thomsett this morning on the old charge of being "drunk and incapable" in the streets yesterday. LI AUN, P.C. 307, testified to having seen Clark lying in the gutter in that state which is described by experts as "dead drunk." The pitiful "tar" said he had indulged in fire water with the hope of cheering up his spirits, as he had no roof to sleep under other than the star spangled canopy which nature had provided, which was not much chop during the present rainy season. His Worship ordered Clark to be taken to the Sailor's Home so that he may get the first chance of a vacancy, and thus be enabled to clear the colony. We wish him luck and hope soon to see the last of the loquacious.

WE read in the *Gazette* that His Excellency the Governor has been pleased to issue the following Commission for the purpose of considering and reporting on the question of forming a local Naval Defence Force at Hongkong, with reference in particular to the Secretary of State's Circular Despatch of the 18th April, 1883:—Whereas it is desirable to enquire whether a local Naval Defence Force can be formed at Hongkong with reference in particular to the Circular Despatch of the Right Honourable the Secretary of State for the Colonies, bearing date the 18th day of April, 1883;—and whereas this question can be most conveniently considered by a Commission:—Now, therefore, I, Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same, do hereby appoint you, Henry George Thomsett, Esquire, a retired Commissioned Officer of the Royal Navy, Harbour Master; Thomas Carroll Dempster, Esquire, Captain in the Army Pay Department; Acting Captain Superintendent of Police; and Robert Thomas Wood, Esquire, a Commissioned Officer in the Royal Navy, to be a Commission to consider and to take evidence and give your opinion thereon, and hereby charge all persons in the public service to assist you herein. Given under my hand and the public seal of the Colony, this 28th day of June, 1883.

"DOCTOR," asked a witty physician, why "do you and your brethren never go to funerals?" "Because we should have the air of taking our work home."

AN orthodox divine having said, "Never engage in anything you would not open with prayer," some fervent person present asked what he would do with a dozen oysters.

WE regret to notice by the latest issue of our *Macao contemporary O Macaense*, that Governor da Rosa received by last mail from Lisbon intelligence of the death of his mother. We beg to offer His Excellency our respectful sympathies.

It was the "arduous greatness of things done" that Senator Roscoe Conkling wanted to see in the original process, at the soft-glove fight between Sullivan and Mitchell; and, says the *Cincinnati Gazette*, he beheld for once a "halcyon and vociferous performance."

A NEW YORK man who sued a railroad for killing his cow, has lost his case. The railroad company proved by seventeen witnesses that the schedule of the road was posted on a fence right where the cow could see it, and, besides, that the engineer winked four times at it, but the reckless animal would not take the hint.

AN Arkansas boy, writing from college in reply to his father's letter, said:—"So you think that I am wasting my time in writing little stories for the local papers, and cite Johnson's saying that the man who writes except for money is a fool. I shall act upon Dr. Johnson's suggestion and write for money. Send me fifty dollars."

WE are not in a position to speak definitely on the point, but should imagine that the laudatory obituary notice in this morning's *Daily Press*, referred to by a correspondent who subscribes himself "Anti-Humburg," was duly paid for as an advertisement. If our correspondent desires further information on the subject, he had better apply to our contemporary.

THE *Mercury* states that the Russian tea steamer *Russia*, Capt. Kazy, 1,380 tons register, and carrying 3,348 tons of tea, arrived at Singapore on June 11th at 7 a.m. This vessel left Hankow one hour after the *Louisa Castle* on the 31st May. She commenced coaling at 8 a.m., and took in 800 tons of coal by noon, and was expected to leave about 8 o'clock, after some slight necessary repairs to the machinery had been effected.

A CANTON correspondent, above the signature "Shamien," writes on the 30th ult. as follows:—"As the paragraph in your issue of 28th inst. is likely to lead to a misunderstanding as to who is to be credited for the work of carrying out the Canton-Kowloon Wa Hop Telegraph line, I may mention that the first portion of the work from this end was done solely by Mr. I. Meinke Holt of the Great Northern Telegraph Co. who had to surmount great difficulties from native local opposition, and that Mr. F. Velschow only completed the work after these obstacles had been overcome by Mr. Holt."

A DECIDEDLY seedy Bohemian presented himself before a company of capitalists, and, unrolling an elaborate map, says: "Gentlemen, this is a plan of a diamond field in Africa which I have discovered and wish to place in your hands. The diamonds in sight alone are estimated by experts to be worth a hundred and fifty millions." "My dear sir," said the Chairman, mildly, "I believe that I only echo the sentiments of my associates when I say that we should not have censured you if before presenting us with your magnificent gift you had diverted to your personal use enough of the jewels to equip yourself with a new suit of clothes, boots included!"

WE regret to hear of the death of Mr. J. Ogilvy, reporter and for some time sub-editor of the *China Mail*, which occurred at Suez on his passage home to England by the P. & O. Co's steamer *Decan*. Mr. Ogilvy came out to Hongkong nearly three years ago from Dundee, where he had had considerable experience as a reporter in connection with the *Dundee Advertiser*, one of the leading dailies in Scotland. He was a quiet, unostentatious young man, of considerable ability, and possessed many other good qualities which gained him the respect of all who had the pleasure of his acquaintance. Mr. Ogilvy was not in very good health when he came to China, and being frequently subject to hemorrhagic attacks gradually went from bad to worse. As a last resource he was ordered home a few weeks ago, with the hope that the steady voyage would enable him to regain his wasted strength, although those who knew him best felt confident he would never live to reach Scotland. The burning heat of the Red Sea proved too much for a frame already exhausted by long months of suffering, and poor Ogilvy went quietly to his rest at Suez.

It is not often, says an American contemporary, that parties go to law for two cents, but the decision recently announced by the Supreme Court of the United States confirmatory of what are known as the "Granger laws" was obtained from a suit started by a dispute of that kind. A grain wished to travel six miles on the Chicago, Burlington and Quincy Railroad, and offered the Conductor the legal fare of eighteen cents (or three cents a mile), which was refused, and the price fixed by the road, which was twenty cents, was demanded. This was refused by the Conductor and the man was put off the train. He brought action for damages, and the difference of two cents finally raised the question of the constitutionality of the laws passed by the Illinois Legislature to regulate the fares on the railroads. The question that has thus been decided on a difference of only two cents between a conductor and a way passenger became one of vast importance, not only to the travelling public, but to the owners of \$5,000,000 worth of railroad property in the United States. It was made a test case, and was argued first in the Supreme Court of Illinois, and finally in the Supreme Court of the United States, resulting, as the public are aware, in a final decision adverse to the railroads.

LIEUTENANT David Francis Lewis of "The Buffs" has been temporarily appointed aide-de-camp to His Excellency the Governor, vice Lieut. Vyvyan on leave.

WE learn that large French reinforcements have arrived at Halphong. The French man-of-war *Kersaint*, Commander Beaumont, by the desire of M. Tricot, the new French Minister to China, is under orders to proceed to Shanghai early tomorrow morning.

THE *Temperance Union* says that in view of the unsettled state of affairs at present, the Italian residents at Shanghai held a meeting last week and sent a letter to the Italian Minister at Tokio, and also to the Italian Consul at Singapore asking them to send a man-of-war to this port.

THERE is no necessity for us either to invite correspondence or to deal independently with the sparkling suggestion, published in one of our contemporaries, that the ball room in the City Hall should be utilised as a skating rink during the summer months. The proposal savors far too strongly of the idiotic to be seriously considered.

THE French, after inflicting a severe defeat on the Hovas, have landed in Madagascar, so that they will soon, it may confidently be assumed, be masters of the island. This, says the *Overland Mail*, is practically a challenge to us, who, having made much of the Malagasy ambassadors and temporised, as is our wont, in the matter of alliance and protection, are supposed to be their friends and backers. But, as the challengers know, Lord Beaconsfield is dead, and their gage of battle will be carefully avoided by the men who are Lord Beaconsfield's successors. This knowledge has, no doubt, something to do with the projection of the Tonquin adventure, as with the raid on Madagascar. The worst is that—India, Egypt, Ireland, the Transvaal, will show—it is not confined to the French.

OWING to the heavy rain, which continued up to within half an hour of the steamer leaving Hongkong, the excursionists for Macao by the *Honan* yesterday were not nearly so numerous as on the previous occasion. We should think that not more than one hundred persons took advantage of the trip. After a pleasant run across Macao was reached shortly after 11 o'clock. The Portuguese element set out to see their friends in various parts of the city; the greater portion of the foreigners went straight to the crowd files to flirt with *Jan-lan*, a few patronised Mr. Hing Kee's admirably appointed establishment, and some two dozen of "the elect" remained on board the *Honan* and did ample justice to the splendid luncheon provided by Captain T. Benning. At 4 p.m. all were on board, and after some digging the *Honan* managed to get out of the mud, and was soon bowling merrily along at some sixteen knots an hour. It was a bit rough outside and most of the fair sex quickly showed the usual symptoms of *mal de mer*; however, the ship behaved handsomely, and we were safely back in Hongkong a few minutes past seven o'clock. Taken altogether the trip was a most enjoyable one.

THROUGH the courtesy of Captain Locke of the American ship *Chacorua* which arrived here in distress on Saturday last from Hogo, en route to Jollo, we are enabled to place before our readers extracts from the log of the vessel, showing how she struck upon a coral reef in the Mindoro Straits—June 18th, at 3:30 a.m., vessel struck on a coral reef in the Mindoro Strait. The night was extremely dark, and nothing could be seen; wind slight and baffling from the N.W., and the vessel going through the water at the rate of about two knots. "At daylight all hands were employed trimming ballast from forward to aft; carried an anchor out from the port quarter with 200 fathoms of hawser attached, and hove taut. By noon it was seen that further efforts to get the ship off were useless, as the tide was falling." The next day while heaving on the after anchor, the warp parted from having chafed excessively with the swell. Carried out a large stream anchor with a twelve-inch towing hawser attached to it, and hove it taut; the tide was then falling, however, and nothing more could be done that day. On the 20th the winds were still light and baffling with pleasant weather and a smooth sea, and the ship listed towards the shore on her port side with a very heavy list; at seven a.m. the tide rose, so commenced to heave on the after hawser, when a S.E. swell set in. All sail was set aback, and the ship started astern. The wind increased and the ship came off, and to avoid swinging on to the bank again we were obliged to cut the hawser, and so succeeded in getting clear. The captain concluded that as the keel and rudder were damaged, and some of the copper was stripped off, it would be well to proceed to Hongkong at the most suitable port to run to for repairs. Lost three anchors, two hawsers, and two warps. Longitude by chronometer 129° 04' E.; latitude by observation 13° 06' N. During the whole time the vessel was on shore and after she got off the reef she made no water. Captain Locke says this shoal, a coral reef, is incorrectly marked on the Admiralty chart, which has been drawn up from Spanish naval surveys, being about four miles more to the north than it is marked. It is also incorrectly marked as a bank and the depth of water altogether orientated. The only shallows marked on the chart are Calas del Bajo, two miles to the N.W. of the bank, and the beheading of the islands from the ship where she struck, are—Calas del Bajo bore S.E. distance two miles; Apo Island bore S.W. 1/2 W. distance five miles; and Micho Island S.W. 1/2 W. distance four miles. According to the chart the vessel ought to have been four miles distant from this shallow. There is not a single light about these straits, and as there are many rocks in the fairway, the navigation of those regions during night-time is most dangerous, and many vessels have come to grief there. The remains of an American vessel lay close to where the *Chacorua* ran aground. We shall in the course of a day or two call attention to the numerous inaccuracies of charts of the Eastern waters.

THE magnificent Anchor line steamer *City of Rome*, having been thoroughly overhauled, and altered in some respects by the Messrs. Harland & Wolff, was subject to a series of trials on May 12 and 13. The speed attained was eighteen and a half knots, being the most run on the Clyde, if not the greatest on record. The *City of Rome* left Liverpool on May 23. New York, and will be regularly employed on that route.

THE death in the infirmary at Strood of the sister of the man who originated the idea of an overland route to India is, says a home contemporary, painfully suggestive. Lieutenant Waghorn was an officer in the East India Company's service, and devoted a great portion of his life to the project of bringing India nearer to England by a shorter journey than that round the Cape. On Oct. 31st, 1845, he arrived in London with the Bombay mail of the 1st of that month, an exploit unprecedented at the period. His despatches reached Suez on the 19th, and Alexandria on the 20th, whence he proceeded by steam-boat to a place twelve miles nearer London than Trieste. He hurried through Austria, Baden, Bavaria, Prussia, and Belgium, thus gaining over two days on the ordinary express by Marseilles. A few days afterwards he wrote a letter to the papers, expressing his confidence that the mails would yet take but three weeks from the capital of Western India to the British metropolis. But his grand scheme was that which subsequently raised M. de Lesseps to a pinnacle of deserved fame—the connection of the Mediterranean and the Red Sea by a canal through the desert. Waghorn died in 1850, a heart-broken pauper, who was believed by an incredulous world to be the victim of an amiable craze. His bust has since been erected by the French at Suez, and his own grateful country tardily recognised his services by granting the lady who has just breathed her last in a workhouse the magnificent pension of ten shillings a week.

MR. JAMES MCLEAN writes to the *Times* from Mineral Point, San Juan County, Colorado, under date April 29th, to give warning of a plot to blow up London. He says:—"I feel it my duty to impart to you information concerning a plot to blow up London, which, if carried out—and I have no doubt but what it will be, and in the near future—will far surpass anything in point of destruction of both life and property that has ever been recorded on the pages of history. Thousands, perhaps millions, of our innocent citizens before another April comes round will be no more. It is a sad reflection. But we have been goaded to desperation; and while I must admit being an active member of the most formidable organization in point of money and numbers that England has ever had to do with, I shudder from the idea of murdering woman and children; for men I feel little sympathy and no remorse. Our government, or the government of our organization, have plenty of men and material in your city, who have volunteered to do whatever work is deemed necessary by our body. There are branch organizations all over the globe, and the public have not been able even to learn our name. I write you this simply that you may, if you choose, give warning to those unsuspecting victims, who are equally oppressed with ourselves, and that after receiving warning, should they still remain in London, and be mixed with the *debris*, as time is with sand in making mortar, I can acquit my conscience of any guilt. Your recent explosion has not been even an experiment compared with what will surely take place. You will undoubtedly think it very strange of me volunteering this information, but I am prompted in doing it from filial affection more than anything else. My parents are living in London, but I am ignorant of their address; otherwise I should never address these lines to you."

WAITING under the heading "Incipient Panic" on May 25th the City editor of the *Overland Mail* says:—"For the last few days this expression has not been uncommon in City circles, and is in good truth it covers the position here. There are many 'outward and visible' signs of a coming crisis, both on the Stock Exchange and in Lombard Street; and what has been termed an 'incipient panic' are but the preliminary signs, indicating its nearer approach. Still, we may be a long way yet off the evil hour, when it does come, will be circumscribed and ephemeral; if sharp and convulsive. In former articles we observed that the 'Incipient Panic' was gradually extending. Since we wrote, it has widened out still further, fully embracing the speculative element both inside and outside of the Court. A suggestion of heavy failures has revealed two distinctly factious classes, injudicious loaning and discounting of the part of several banks who have recently lent money on bad names, and to persons who have used it for purposes utterly illegitimate from a trade point of view; the other, dangerous speculation with borrowed capital. As a consequence prices on the Stock Exchange have dropped very considerably, the fall in several instances swallowing up what is termed the 'bankers' margin,' and more besides. Speculators have now to repay their advances and take up their securities. This, in some instances, is found no easy matter, especially as the banks are 'in anything but a generous humour' rather they are critically examining the signatures on each bill offered them for discount, and picking out the stocks and other securities on which they will lend; prices from this, therefore, that redeemed stock cannot be immediately drawn upon, and this fact is fully charging the speculators and operators for the time. But for the time being, however, there is little to alarm. It is seen that when managers refuse advances, speculators retire, and the same names who were so ready a few weeks ago, are now as shy as a cat. More really, there is a Hobson's choice in this case to refuse. Certain indiscreet speculators coming to light have made the parent institution doubly wary, and in the face of possible—one is almost justified in saying expected—contingencies the banks must guard their own resources."





# The Hongkong Telegraph.

No. 444.

MONDAY, JULY 2, 1883.

SIX DOLLARS PER-QUARTER.

## For Sale.

**WINSOR AND NEWTON'S**  
**ARTISTS' MATERIALS**  
FOR  
WATER AND OIL PAINTING,  
Comprising—  
**COLOURS** in all LANDSCAPE SHADES.  
PREPARED OIL & DRYING VARNISHES.  
SABLE & HOG BRUSHES in large selections.  
VARNISH BRUSHES AND SOFTENERS.  
ARTISTS' CASES, Empty and Fitted.  
PALETTES AND PALETTE KNIVES.  
DIPPERS AND WASHERS.  
MILL BOARDS. OIL BLOCKS.  
WHATMAN'S WATER COLOUR BLOCKS.  
ENGLISH MADE PICTURE FRAMES.  
LANE, CRAWFORD & Co.  
Hongkong, 2nd July, 1883. [340]

## Insurances.

**NATIONAL MARINE INSURANCE ASSOCIATION, LIMITED.**  
THE Undersigned as AGENTS for the above are prepared to accept RISKS on MERCHANDISE by STEAMERS and SAILING VESSELS from Hongkong, China, and Japan to all parts of the world.  
For further information apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 18th May, 1883. [393]  
**YANGTSE INSURANCE ASSOCIATION.**  
CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 318,355.56  
TOTAL CAPITAL AND ACCUMULATIONS, 31st March, 1883.....Tls. 968,355.56  
DIRECTORS  
F. D. HITCH, Esq., Chairman.  
C. LUNAS, Esq. | W. MEYERINK, Esq.  
J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.  
HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.  
LONDON BRANCH.  
Messrs. BARING BROTHERS & Co., Bankers.  
RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.  
POLICIES granted on MARINE RISKS to all parts of the world.  
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.  
RUSSELL & Co., Agents.  
Hongkong, 25th May, 1883. [83]

## NOTICE.

**THE MAN ON INSURANCE COMPANY, LIMITED.**  
(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.  
**WOO LIN YUEN**  
Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.  
**ARNHOLD, KARBURG & CO.**  
Hongkong, 15th June, 1881.

**RECORD OF AMERICAN AND FOREIGN SHIPPING.**  
Agents,  
**ARNHOLD, KARBURG & Co.**  
Hongkong, 15th June, 1881. [470]

## GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY, (LIMITED).**  
CAPITAL TAELS 600,000, EQUAL \$833,333.33.  
RESERVE FUND.....\$70,827.  
BOARD OF DIRECTORS.  
LEE SING, Esq. | LEE YAT LAU, Esq.  
LO YUOK MOON, Esq. | CHU CHIN NUNG, Esq.  
MANAGER—HO AMEI.  
MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1882. [601]

## Notices of Firms.

**NOTICE.**  
I HAVE this day Established myself as MERCHANT & COMMISSION AGENT at this Port under the name of PO SHUN YANG HONG. 行洋順保  
**CHEONG QUAN SANG.**  
CHONG YUN STREET,  
街源豐  
Canton, 1st June, 1883. [427]

## To be Let.

**TO LET.**  
FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.  
For all information, apply to  
**BIRD & PALMER.**  
Queen's Road,  
Hongkong, 19th April, 1883. [397]

**TO LET.**  
A TWO STOREY HOUSE (6 Rooms) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.  
For Particulars apply to  
**D. NOWROJEE,**  
Hongkong Hotel,  
Hongkong, 6th April, 1883. [18]

**TO LET.**  
N. O. 7, SEYMOUR TERRACE.  
" 4, OLD BAILEY STREET.  
" 32, GRAHAM STREET (late occupied by Mr. H. N. MONY).  
" 6, QUEEN'S ROAD CENTRAL, late occupied by PACIFIC MAIL STEAMSHIP COMPANY.  
Apply to  
**DAVID SASSOON, SONS & Co.**  
Hongkong, 29th June, 1883. [7]

## Intimations.

**TENDER FOR FREIGHT.**  
TENDERS marked "Tender for Freight" will be received by the Undersigned up to 4 P.M. the 10th July, 1883, for CONVEYANCE TO WOOLWICH, England, of the following Military Stores:  
COMBUSTIBLE (about).....8 Tons.  
NON-COMBUSTIBLE, heavy.....64 " "  
" Light.....34 " "  
Particulars of the Combustible Stores can be obtained on application at the Naval Storekeeper's Office.  
The right to reject the lowest or any Tender is reserved.  
**WILLIAM HYNES,**  
Acting Storekeeper.  
H.M.'s Naval Yard,  
Hongkong, 30th June, 1883. [513]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office, Victoria, Hongkong, TO-MORROW, the 3rd day of July, 1883, at FOUR O'CLOCK, in the afternoon, when the Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 12th day of June, 1883, will be submitted for Confirmation as Special Resolutions.  
By Order of the Board; **W. H. RAY,** Secretary. [461]  
Hongkong, 13th June, 1883.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at THREE O'CLOCK P.M., when the Resolution Passed at the Extraordinary Meeting of the Company held on the 10th day of June, 1883, will be submitted for confirmation as a Special Resolution.  
By Order, **JAS. B. COUGHTRIE,** Secretary. [490]  
Hongkong, 20th June, 1883.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at THREE O'CLOCK P.M., when the Resolution Passed at the Extraordinary Meeting of the Company held on the 10th day of June, 1883, will be submitted for confirmation as a Special Resolution.  
By Order, **JAS. B. COUGHTRIE,** Secretary. [491]  
Hongkong, 20th June, 1883.

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
A FIRST INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1882 has this day been DECLARED.  
WARRANTS may be had on Application at the Office of the Society on and after the 21st instant.  
By Order of the Board, **DOUGLAS JONES,** Acting Secretary. [400]  
Hongkong, 7th May, 1883.

**HONGKONG AND CHINA GAS COMPANY, LIMITED.**  
THE TRANSFER BOOK of this Company will be CLOSED from the 18th June, until the 2nd July, both days included.  
**HENRY R. H. MARTIN,** Manager.  
Hongkong, 14th June, 1883. [468]

**LOST.**  
ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CREST.  
The Finder will be REWARDED, if necessary, on RETURNING the same to the HONGKONG TELEGRAPH OFFICE.  
Hongkong, 4th April, 1883. [360]

## Intimations.

### KELLY & WALSH

HAVE JUST RECEIVED

AND HAVE NOW ON VIEW, A CONSIGNMENT OF VERY SUPERIOR

### OLEOGRAPHS.

MASSIVE GILT FRAMES,

OF ENGLISH MANUFACTURE, EMBRACING SECULAR AND SACRED SUBJECTS

FROM PICTURES BY THE GREAT ARTISTS.

### SUBJECTS.

THE MADONNA AND CHILD—AFTER RAFFAELLE.	THE DEER'S BAITING GROUND.
THE DESCENT FROM THE CROSS—AFTER REUBENS.	THE CHICKEN'S SERMON.
THE DEATH OF ST. JOSEPH.	WIDE AWAKE.
SIMEON IN THE TEMPLE.	ANGELS OFFERING.
DAVID AND THE LION.	LANDSCAPE AND CATTLE.
SPRING.	BEATRICE CENCI.
AUTUMN.	THE INSPECTOR'S VISIT.
WINTER.	AN ANATOMICAL LESSON—AFTER REMBRANT.
THE FLOWER SELLER.	REMBRANDT AND HIS WIFE.
THE FORTUNE TELLER.	OUR DARLING.
CRUSHED BY ICEBERGS.	DREAM ON DORTRECH.
THE OLD WOMAN AND THE SHOE.	EVENING SCHOOL.
MORNING JOY.	GERMAN LANDSCAPE.
ST. NICHOLAS EVE.	SHAKESPEARE'S BEATRICE.
LOST IN THE PRAIRIE.	IN THE FIELDS.
	THE RABBITS. GODESBERG.

### IMPORTANT NOTICE.

A FEW COPIES ONLY OF MR. COLQUHOUN'S NEW BOOK,  
"ACROSS CHRYSSE."  
WILL ARRIVE BY THE NEXT MAIL.  
Intending Purchasers should Register their orders "AT ONCE" to Secure Copies.  
**KELLY & WALSH—HONGKONG.**  
Hongkong, 23rd June, 1883. [560]

### W. B. BREWER.

HAS JUST RECEIVED.

**MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.**  
**NEW CIGARETTES AND TOBACCOS.**

CHEAP ACCOUNT BOOKS in Great Variety.  
FASHIONABLE FANCY STATIONERY in BOXES; Very Cheap.  
THIN OVERLAND BOOK, LETTER, AND NOTE PAPERS AND ENVELOPES,  
at a Cheaper Rate than can be laid down from London.  
LETTER BOOKS, WATER WELLS, RULERS, AND COMMERCIAL REQUISITES,  
OF EVERY DESCRIPTION.

**NEW BOOKS.**  
A Quantity of FRANKLIN SQUARE AND SEASIDE LIBRARIES.  
WALSH'S MODERN SPORTSMAN'S GUN AND RIFLE.  
WHO'S WHO?  
STATESMAN'S YEAR BOOK.  
GILDER'S ICE PACK AND TUNDRA.  
LAWN TENNIS SETS.  
CRICKET.  
SULLIVAN'S NEW OPERA "IOLANthe."  
SQUEEZER PLAYING CARDS AND MARKERS.  
BEZIQUE.  
**W. BREWER,**  
QUEEN'S ROAD.  
Hongkong, 19th June, 1883. [703]

### "NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK, COMPRISING—  
White and Black Silk Trimming Lace.  
" Cotton Trimming Lace.  
" Silk Handkerchief Border.  
" Silk Circular and Square D'oyleys.  
" and Black Silk Feltie.  
" Silk Parasol Cover.  
" Silk Veil and Scarf.  
" Silk Collar and Cuffs.  
" Silk Collar Breast Pendant.  
" Silk Collar Breast Pointed.  
" Cotton Collar Breast Pointed.  
" and Black Silk Necktie.  
" Silk Mittens.  
Silver Filigree Pendant, St. John's Cross & Crown.  
" Earrings to match the above.  
" Fancy Pendant.  
" Plain Chain Necklet.  
" Fancy Locket.  
" Fancy Bracelet.  
" Brooch (Love Knot).  
" (Marguerite).  
" (Slipper).  
" (Shell).  
" (Circular).  
" (Fan).  
" (Lily).  
Earrings to match the above.  
AN INSPECTION IS RESPECTFULLY SOLICITED.  
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.  
**S. MEYERS,**  
MANAGER.  
Hongkong, 11th June, 1883. [528]

### SAYLE & CO.'S SHOWROOMS.

### SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD AND BROCHIE SILKS.	Ladies' FANCY POMPADOOR COSTUMES.
Brown and Green SILK LAVENTINE for Re-covering UMBRELLAS.	NEEDLEWORKS and INSERTION to Match all Widths.
NEW WHITE DRESS MATERIALS in Great Variety.	Black and Coloured SILK MITTS.
EGYPTIAN and VICTORIA LAWNS.	CHEAP VALENCIEMES LACES.
DRESS SATEENS in every Colour.	An entirely new Stock of Ladies' UMBRELLAS.
White Swiss Checked DRESS MUSLINS.	VICTORIA MUSIC BOOKS.
Boys' GALATEA, HOLLAND, DRILL, and FLANNEL Washing Suits in every size.	EAU DE COLOGNE.
	PEAR'S SOAP.
	&c. &c. &c.

A LIBERAL DISCOUNT FOR CASH.  
**SAYLE & CO.**  
VICTORIA EXCHANGE, HONGKONG.  
Hongkong, 20th June, 1883. [249]

**FOR SALE.**  
THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL" situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.  
For further Particulars apply to  
**JOHN OLSON,**  
National Hotel.  
Hongkong, 14th June, 1883. [467]

**FOR SALE.**  
**WOODBERRY COTTON CANVAS**  
No. 1 to 10.  
WOODBERRY RAVENS DUCK, 8, 10, 12 OZ.  
U.S. HAMMOCK DUCK, 42 Inches Wide.  
AMERICAN COTTON DRILL.  
COTTON TWINE—5, 6, 7, 8 Fold.  
HENRY'S CANVAS, No. 1.  
**WILLIAM DOLAN,**  
21, Praya Central.  
Hongkong, 21st June, 1883. [493]

## Shipping.

**STEAMERS.**  
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship  
"DIAMANTE."  
Captain Cullen, will be despatched for the above Port, TO-MORROW, the 3rd inst., at 5 P.M.  
For Freight or Passage, apply to  
**RUSSELL & Co.,**  
General Managers.  
Hongkong, 2nd July, 1883. [509]  
**NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.**  
FOR SHANGHAI.  
THE Steamship  
"AMERIQUE."  
Jouve, Commander, will be despatched for the above Port, on or about the 2nd instant.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 29th June, 1883. [505]  
FOR SYDNEY AND MELBOURNE,  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and Fiji).  
THE Eastern and Australian Steamship Company's Steamer  
"MENMUIR."  
will be despatched as above on THURSDAY, the 5th July, at FIVE P.M.  
Parcels (all of which must be sent to our Office) will be received up to 4 P.M., of the day previous. Contents and Value of Parcels must be declared.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 25th June, 1883. [484]  
FOR SYDNEY AND MELBOURNE,  
(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and Fiji).  
THE Steamship  
"NAPLES."  
Captain Willis, will be despatched as above on FRIDAY, the 6th July, at DAYLIGHT.  
For Freight or Passage, apply to  
**GEO. R. STEVENS & Co.,**  
Agents.  
Hongkong, 20th June, 1883. [489]  
**NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.**  
THE Steamship  
"AMERIQUE."  
Jouve, Commander, will sail on or about the 18th instant, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.  
The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK-SEA, by which through freight may be booked.  
The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.  
Each Steamer carries a Surgeon and Stewardess.  
FARES 1ST CLASS, 2ND CLASS.  
Hongkong to Marseilles \$300 \$240—  
RETURN TICKETS are now Granted by the Steamers of this Line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.  
6 Months.....\$520.....\$410.  
12 ".....500.....445.  
Special rates are arranged for families.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 27th June, 1883. [505]

FOR SYDNEY AND MELBOURNE,  
(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and Fiji).

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Hongkong, 20th June, 1883. [489]

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The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK-SEA, by which through freight may be booked. The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers. Each Steamer carries a Surgeon and Stewardess.

FARES 1ST CLASS, 2ND CLASS.  
Hongkong to Marseilles \$300 \$240—  
RETURN TICKETS are now Granted by the Steamers of this Line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

6 Months.....\$520.....\$410.  
12 ".....500.....445.  
Special rates are arranged for families.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 27th June, 1883. [505]

**SAILING VESSELS.**  
FOR LONDON (DIRECT).  
THE A. I. Austrian Barque  
"DIO FILI."  
Bernedich, Master, will have quick despatch.  
For Freight, apply to  
**G. R. LAMBERT,**  
Agents.  
Hongkong, 26th May, 1883. [409]

FOR NEW YORK.  
THE American Ship  
"RESOLUTE."  
Nickels, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.,**  
Agents.  
Hongkong, 16th June, 1883. [477]

FOR SAN FRANCISCO.  
THE 3/3 L. I. American Ship  
"McLAURIN."  
Little, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.,**  
Agents.  
Hongkong, 22nd June, 1883. [495]

FOR SAN FRANCISCO.  
THE 3/3 L. I. American Ship  
"ADOLPH ORRIG."  
Staples, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.,**  
Agents.  
Hongkong, 9th June, 1883. [454]

## Mails.

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.  
THE U. S. Mail Steamship  
"CITY OF TOKIO,"  
will be despatched for San Francisco, via Yokohama on TUESDAY, the 10th July, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the 9th July. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.  
**F. E. FOSTER,**  
Agent.  
Hongkong, 26th June, 1883. [1]

## Consignees.

**UNION LINE.**  
NOTICE TO CONSIGNEES.  
FROM LONDON, PENANG, AND SINGAPORE.  
THE Steamship  
"OXFORDSHIRE."  
Captain Jones, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected. Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-MORROW, the 28th inst. All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognised.  
**RUSSELL & Co.,**  
Agents.  
Hongkong, 27th June, 1883. [508]

**PACIFIC MAIL STEAMSHIP COMPANY.**  
NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF TOKIO" the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
**F. E. FOSTER,**  
Agent.  
Hongkong, 26th June, 1883. [1]

## Intimations.

"CLARIDGE'S HOTEL,"  
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE. [502]

**ROYAL YORK HOTEL,**  
OLD STYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates, FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment at STRICTLY MODERATE CHARGES.  
**A. HOADLY,**  
Proprietor. [503]

**MR. MOORE** begs to recommend his GOGO SHAMPOO WASH to the public as unparalleled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo—Wash as directed, you will NEVER BE BALD. The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair—it completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it always relieves itching, and fever of the scalp which is the great cause of people losing their hair. Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.  
FOR SALE ONLY BY MOORE & Co.,  
VARIETY STORE,  
Queen's Road Central,  
Hongkong, 25th January, 1883. [321]